

Spiritual Morticulture.
When there is sunshine in the soul
there will be fruit and flowers in the
life.—Boston Transcript.

**This is the
Stove Polish
YOU
Should Use**

**Black Silk
Stove Polish**

Makes a brilliant, silky polish that does
not rub off or dust off, and the shine lasts
four times as long as ordinary stove
polish. Used on sample stoves and sold
by hardware and grocery dealers.
All we ask is trial. Use it on your cook stove,
your parlor stove or your gas range. If you
don't find it the best stove polish you ever
used, your dealer is authorized to refund your
money. Trial on Black Silk Stove Polish.
Made in liquid or paste—one quality.

Black Silk Stove Polish Works
Sterling, Illinois

Use "Black Silk Air-Drying Iron Cream" on
grates, registers, stove-pipes—Prevents rusting!
Use Black Silk Metal Polish for silver, nickel
or brass. It has no equal for use on automobiles.
"A Shine in Every Drop"

Church Of Christ Notes
Although last Sunday was a very
sorrowful day we had a goodly number
at the service, but sorry it was so
bad that many were unable to hear
Titty Rawden of Lansing in the
evening, because all need to know and
keep busy to make and keep our
town and country better. C. E. next
Sunday evening at 6 p. m. with Mrs.
Elsie Green leader. L. A. S. today
at Mrs. E. J. Knapp's. Ladies of the
church have a baked goods sale at
Wicks-Pales store next Saturday.
All Sunday services as usual. Com-
munion and preaching at 10 a. m.
Bible school at 11 a. m. C. E. at 6
p. m. and preaching at 7 p. m. All
are invited. Y. P. S. C. E. will hold
an April 1st party.

Tell Her With Your Tulips.
It's all right to say it with flowers,
but what kind of flowers can you select
to tell her you're flat broke?—Boston
Transcript.

WORTH \$50.00 A BOTTLE
Wm. Barnes, San Antonio, Texas,
writes: "Foley's Honey and Tar has
been worth \$50.00 a bottle to me. I
had 'the flu,' followed by pneumonia,
which left me weak, with a persistent
cough. The cough hung on. Some
one advised Foley's Honey and Tar.
I have completely recovered and do
not cough at all."

Glenn E. Wortley and H. J. Connell

Railroads Got Different Sort of Publicity In Early Days of Mich.; People Jumped In and Helped Line Win \$13,000 Race

Quite in contrast to the undesirable publicity being given the railroads in Michigan at the present time through attacks on the federal railway transportation act and by shippers who object, seemingly without reason, to the zoning system and high rates, was the publicity given the lines of early Michigan. But at that time conditions were different. The motor truck and the concrete road were undreamed of, and the rapid transit of the early days of the state—which would be considered a snail's pace—was eagerly sought.

Before the coming of the railroads, Michigan was in pretty hard shape so far as transportation was concerned. Of course there were the waterways, but even with the coming of steam transportation on the lakes travel was no rapid affair, the usual time from Detroit to Buffalo being two days and a half in 1820, and the traveler who was in a hurry might go from Detroit to Boston in 15 days. In the interior of Michigan the streams were used, goods being landed at river mouths and taken to their destination via canoes, pole boats or small steamers.

The first inland road, according to records, was that from Detroit to a point near the head of Saginaw bay. Later came the Chicago road following an old Indian trail from Detroit to Ypsilanti, bending due west thru Lenawee, and passing southwest thru Hillsdale and Branch into St. Joseph county, going thru the southern part of St. Joseph and Cass and leaving thru the southwestern corner of Berrien.

The roads were improved by stage companies, but not to any great extent, and it was related of the Chicago road that passengers sometimes had to flounder thru mud for great distances, after being forced to alight from the coaches. A number of other roads were authorized by the territorial government as a matter of military necessity.

But in these days mud was king, and the roads wouldn't do, so agitation for railroads began growing, a number being chartered by the government, although in the whole country there were but a few miles of rail lines.

The first charter was to the Detroit and Pontiac railway company in 1830, but the first real railroad was the Erie & Kalamazoo, over which cars were drawn by horse power in 1836. In 1837 the first steam locomotive was operated over this road. Passenger trains consisted of an engine and one coach carrying about 20 persons. Freight trains were an engine and six cars holding two tons each.

But the Erie & Kalamazoo, now a part of the New York Central lines, was a success, and many other railroads followed. And when railroads

began to be built, Grand Rapids, which had been located on one of the best waterpower sites in the state, set out to get land transportation. At that time Grand river teemed with steamboats, but steamboats were an uncertain form of transportation, and, besides they were unable to furnish sufficient capacity for moving the necessary freight to and from what later was to become the Furniture City.

In 1858 the old Oakland & Ottawa road, now part of the Grand Trunk, completed its line to Grand Rapids and in about that time the Grand Rapids & Indiana, now part of the Pennsylvania Lines, was operating trains from Grand Rapids to Cedar Springs.

But still Grand Rapids needed more railroads, and it is in connection with this need and its fulfillment that the story of an unique railroad race—a contest for \$13,000—and friendly publicity, is told.

Yarns have been spun of races between crack passenger trains for the prize of mail carrying privileges of races between the iron horse and Death, in which, sometimes one, sometimes the other, was winner; but the big race—the money contest—was a race against time. And the railroad won, but not without the help of a good share of the population of the Furniture City.

It wasn't really a furniture city at that time, being more of a sawmill city, for Grand Rapids was a real city, having received its charter in the early fifties, and the time of the race was 1869.

Ransom Gardner, well known railroad builder of those days, started construction of a line north from Kalamazoo in 1868, calling his line the Kalamazoo & Allegan & Grand Rapids railroad, and so anxious were the people along the proposed route for steam transportation that they were theoretically willing to take the shirts off their backs and give them to Gardner for the privilege of hearing the whistle of the old woodburners in their territory.

Grand Rapids didn't figure on giving the shirt off its back but it was so anxious for another line that the citizens agreed to raise \$10,000 and give it to Gardner providing the first train were run into the city by March 1, 1869.

As the line progressed enthusiasm grew and an extra purse of \$3,000 was raised, making \$13,000 in all. With this prize in view, the contractors, Goss, Warner & Co., were spurred to greater activity, and as the rails neared Grand Rapids, Clarin McNair & Co., architects, prepared plans for a big swing bridge across Grand river just below the city.

Under the busy hands of more than 200 workmen the bridge was completed and swung for the first time on Feb. 28, 1869, the day be-

fore the first train was to enter Grand Rapids.

But not all of the track between the bridge and the depot had been completed and on March 1 matters looked dubious for the railroad, for the force at work, it seemed, could not finish the job in time for the railroad to win the bonus.

Half the town, however, was down at the bridge waiting for the train to pull in. Some of the factories gave their men the afternoon-off and the day was made a holiday.

But the track wasn't finished. Seeing the necessity for more men if the race was to be won, hundreds volunteered to help out in the work and when the first train whistled for the bridge late in the afternoon it was able, with its six cars, to pick up crowds of volunteer workmen and carry them into the depot where an ovation awaited the train crew.

Next evening the citizens of Grand Rapids got together in Empire hall and had a big supper at which the railroad crew were guests and at that time raised \$300 with which to purchase a headlight for a locomotive to be named the "Grand Rapids" engines in those days being designated by names rather than by numbers.

The first freight train ran over the road March 22, 1869 and the first passenger train arrived from Kalamazoo March 29, 1869, carrying many distinguished persons including Gen. B. D. Pritchard, commissioner of the state land office.

The coming of the railroad and the passing of the stage coach was described by the old Grand Rapids Eagle of March 1, 1869, as follows:

"Today marks an era in the history of Grand Rapids. The much-needed, long-promised and anxiously awaited railroad connection of our city with the world southward is consummated. No more shall we be confined to the old stage line that has been so admirably managed for the accommodation of travelers by Messrs. Pattison & Ward. Their day is past. The steel with ribs of steel and whose lungs belch forth steam, respects not old customs; it carries civilization in its van and brings empire in its train. All hail!"

UNSHAKEN TESTIMONY

Time is the test of truth. And Doan's Kidney Pills have stood the test in Belding. No Belding resident who suffers backache, or annoying urinary ills can remain unconvinced by this twice-told testimony.

A. M. Simmons, prop. of restaurant, 112 N. Pleasant street, Belding, says: "My kidneys bothered me quite a little. The secretions contained sediment and passed too often. I had a lame back and when I stooped there was a stitch in the small of my back. I had rheumatic pains, too. My back bothered me ever since. I was a boy and I believe I tried almost every kind of medicine without being helped until I took Doan's Kidney Pills. The use of Doan's relieved me of the pains and I haven't had kidney complaint since."

Mr. Simmons gave the above statement January 27, 1913 and on July 9, 1920, he added: "I haven't needed Doan's Kidney Pills for a number of years and am always glad to recommend them for the good they did me."

60c at all dealers. Foster-Milburn Co., Mfrs., Buffalo, N. Y.

Subscribe for the Banner-News.

ORLEANS
The Orleans W. C. T. U. will meet at the home of Mrs. Lulu Verich, March 31. The following program has been prepared: Song by the union, devotional by Mrs. Alice

Weoldridge, paper by Mrs. Sarah Howe, reading by Edith Purdy, discussion led by Mrs. Cora Kimberly, recitation by Mrs. Cora Kimberly, song by union. Everybody welcome.

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CONCRETE WORK

This is the time of the year when you should anticipate your concrete work for the coming season and let us prepare an estimate for you. We are experts in this line and can assist you materially in your planning.

THE TWO JOHNS

Concrete Workers

HOUSECLEANING SALE

BIGGEST AND BEST YET

R-N-M White Naptha Soap

LARGE 12 OZ. BAR

R-N-M White Naptha Soap

Made especially to be used with Rub-No-More Washing Powder. Be sure to take advantage of your grocer's special price on this large 12 oz. bar—"The Biggest and Best Yet."

These Rub-No-More products will relieve you of practically all your tedious work—and your house-cleaning will be done and over with in less than half the usual time.

Mr. Grocer: Ask Your Jobber for Special Offer

RUB-NO-MORE CO. FORT WAYNE, IND.

Meats! Meats!

Opening Sat., Mar. 25

Beef Stew	\$.9	Veal Stew	.10	Pork Roast	.17
Beef Roast	.12	Veal Roast	.16	Pork Loin Roast	.23
Round Steak	.20	Veal Chops	.20	Pork Ghops	.24
Sirloin Steak	.20	Veal Cutlets	.24	Pork Roast Ham	.25
Porter House	.20	Veal Steak	.25-20	Pork Sausage	.15
Rolled Rib Roast	.20	Veal Breast	.10	Pink Sausage	.17
Boneless Roll	.14	Veal Roast Ham	.23	Salt Pork, lean	.14
Hamburg 15c 2lb.	.25	Veal Roast Loin	.23	Pig Liver	.7

Smoked Hams, whole or half, only .30
Bacon squares, sugar cured, only .16
Pure lard, strictly pure .14

Our Business Is Strictly Cash & Carry.
We Give You Quality and Service.
We will have a full line of cooked meats.
Located in the Vincent Building.

CASH U CARRY MARKET

Perks & O'Boyle, Props.

How Firestone Has Reduced the Cost of Tire Service

Size	Jan. 1921 Prices	Jan. 1922 Prices	Reduction
30 x 3 Fabric	\$18.75	\$ 9.85	47%
30 x 3½ "	22.50	11.65	48%
30 x 3½ Cord	35.75	17.50	51%
32 x 4 "	56.55	32.40	43%
33 x 4½ "	67.00	42.85	36%
33 x 5 "	81.50	52.15	36%

HOW the cost of building quality tires has been brought down to the lowest level in history was explained by H. S. Firestone, President of the Company, to the stockholders at the annual meeting on December 15, 1921.

1. All inventories and commitments at or below the market.
2. Increased manufacturing efficiency and volume production reduced factory overhead 58%.
3. Selling costs reduced 38%.

Mr. Firestone stated, "This reduction in prices is made possible by our unusually advantageous buying facilities, and the enthusiasm, loyalty and determination of our 100% stockholding organization."

"Due credit must be given to Firestone dealers who are selling Firestone tires on a smaller margin of profit. This brings every Firestone saving direct to the car-owner."

The saving through first cost plus the saving through high mileage doubles Firestone economy and is daily adding new fame to the Firestone principle of service—

Most Miles per Dollar

Firestone

B. J. Storey,

Roy Knight,

Belding Oil & Gas Co.